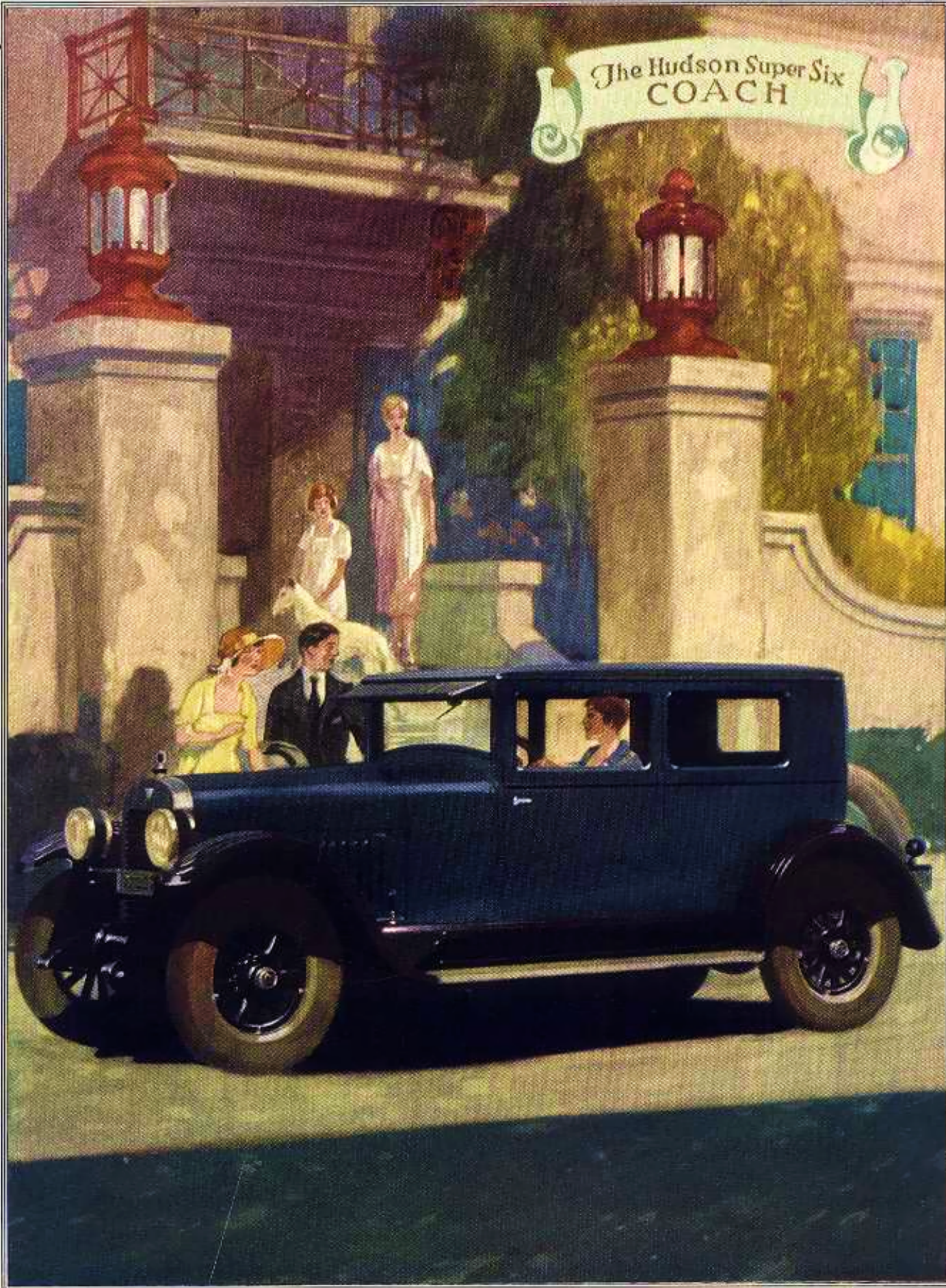
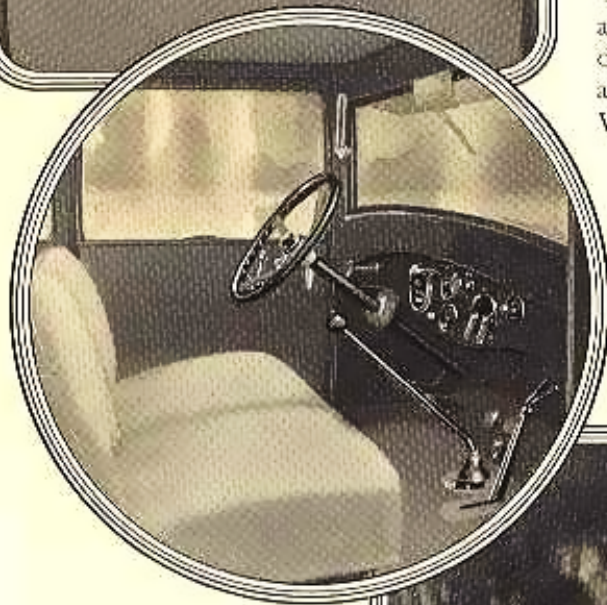
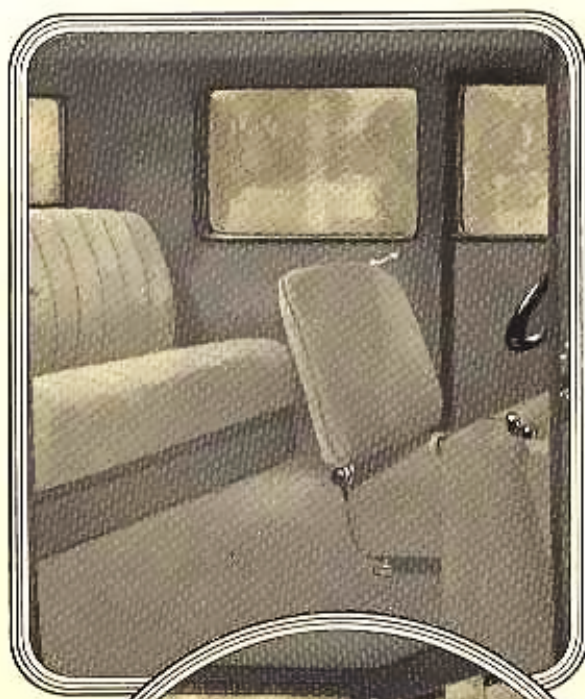


The Hudson Super Six
COACH





A MOTORIST'S impression of the coach's interior is one of good taste and trimness. Upholstery is high grade and pleasantly conservative in style and color; door locks and window regulators are nickeled. The instrument board is well arranged and all controls are conveniently located. The coach is a practical motor car; one of Hudson's most popular body styles.

THE HUDSON SUPER-SIX COACH

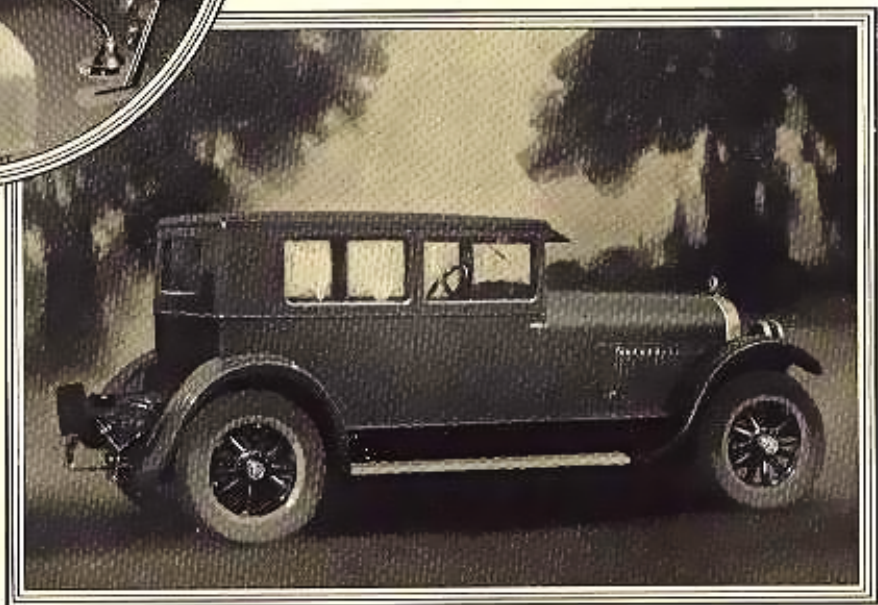
As rigid as a steel building and as colorful as you could desire

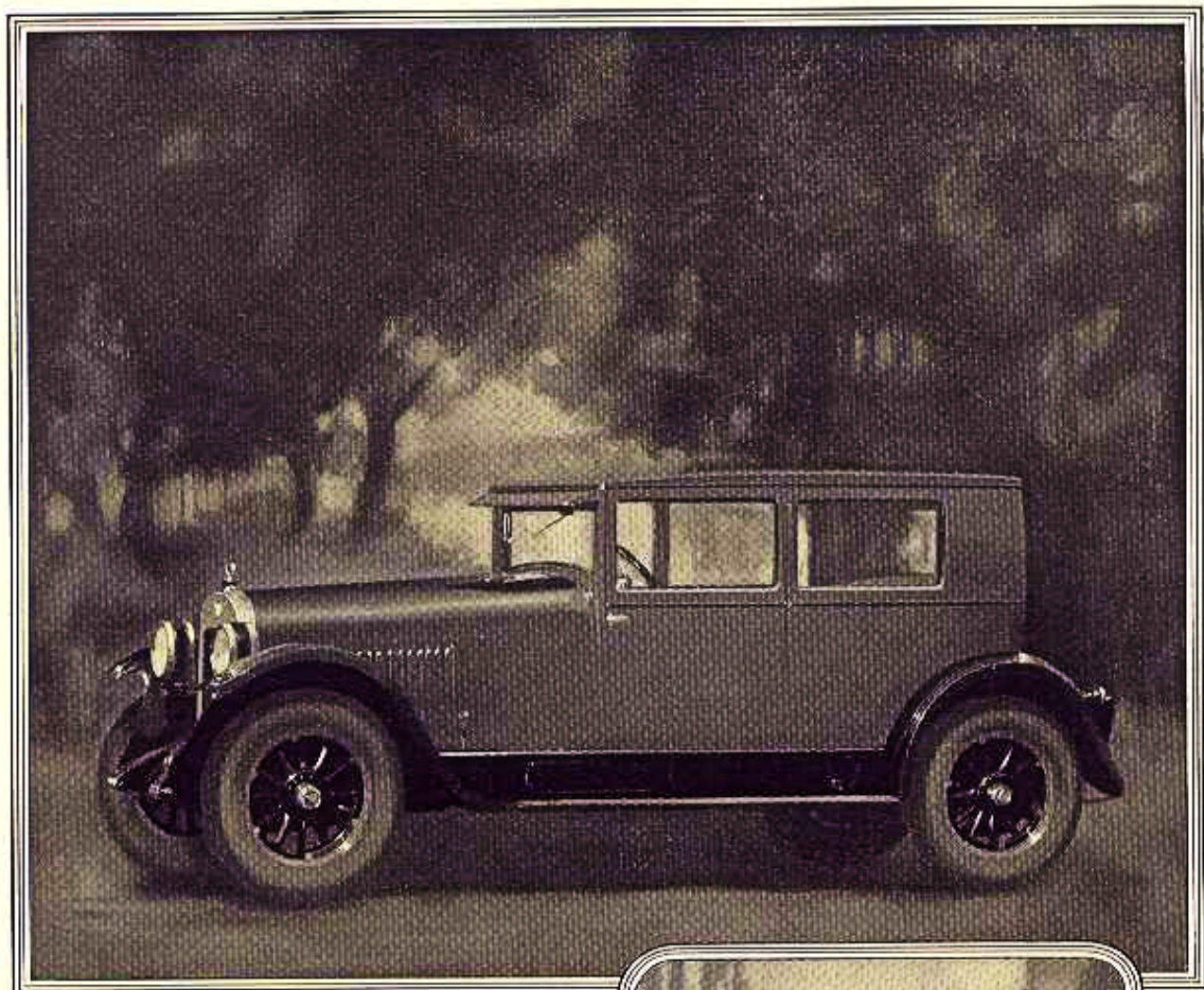
SINCE Hudson created the coach idea, and thus brought to the motoring world the thought of an enclosed car at an open car price, there has been no coach to compare with the one now offered on the Super-Six chassis. Of all steel construction, it is not only assured of long life, but it provides at all times an extraordinary feeling of stability and superior riding qualities on the road. No sturdier body can be bought at any price.

To this strength and security there is now added an attractive color design. The finish is a lacquer the quality of which is well known for durability. A nickeled radiator and motometer add a dash of color and life.

Within, the front seats are unique in that they can be individually adjusted for each rider's comfort. As the steering wheel likewise can be shifted ahead or back, any driver may assure himself of an entirely comfortable position.

Doors are exceptionally wide, and windows, windshield and body pillars so designed and built that vision is ample in all directions.





THE great merit of the coach, as with all Hudsons, is the quality and value built into the chassis. For more than ten years the Super-Six has been recognized as one of the world's finest performing and most reliable motor cars.

The current chassis retains these qualities, and because of some alterations in motor design yields an appreciable gain in fuel economy in addition to improved motor efficiency. This Hudson, to speak conservatively, will meet comparison on the basis of economy with any car which can approach it in smoothness and power and performance.

Combining the Super-Six chassis and the all-steel, attractively finished Hudson coach body, the buyer has a motor car whose quality and reliability will defy the years.





The Hudson Super-Six

SIMPLICITY is the keynote of Hudson Super-Six construction. The smoothness and quietness of operation, together with the car's reliability and long life, come primarily from the patented and exclusive Super-Six principle.

As Hudson builds 90 per cent of the items which go into its product, the ideas of Hudson designers and engineers are transformed into finished cars by a manufacturing force which is part and parcel of the same organization.

The present cars represent the highest standard of Hudson's long experience in the manufacture of fine cars.

Brief Mechanical Specifications

THE MOTOR is L-head, six cylinders, $3\frac{1}{2} \times 5$. Tax rating is 29.4 horse-power. The patented Super-Six crankshaft is a vital factor in the smooth, quiet flow of power. The action of the ignition, carburetor, cooling and lubricating systems is carefully worked out in correct proportion to operating needs under all driving conditions.

THE CLUTCH is multiple disc, with cork-to-steel surfaces, running in oil.

THE TRANSMISSION has three speeds and reverse, with selective control and a neutral lock.

THE PROPELLER SHAFT is tubular with large universal joints at each end.

THE REAR AXLE is built by Hudson. Exceptionally strong and accessible. Diameter of Brakes $15\frac{1}{2} \times 2\frac{1}{2}$ inches.

THE FRONT AXLE, also Hudson-built, is a large I-beam Elliott type.

STEERING GEAR is worm-and-wheel with adjustments and safety locks.

RADIATOR SHUTTERS and Motor-meter are standard equipment. The water-pump is centrifugal.

THE FRAME has side rails $2\frac{1}{4} \times 7 \times \frac{3}{8}$ inches, and six rigid cross-members—the whole, an unusually firm structure.

FRONT SPRINGS are more than three feet long, and rear, nearly five feet. Adjustable shackle bolts work in reamed bronze bushings, lubricated by patented Hudson oilers.

STANDARD EQUIPMENT includes: Automatic Windshield Cleaner, Rear View Mirror, Transmission Lock (built in), Radiator Shutters, Motometer, Combination Stop and Tail Light.

GASOLINE TANK holds 19 gallons. Feed by vacuum tank.

WHEELBASE, 127 $\frac{1}{4}$ inches.

NOTE—The Hudson Motor Car Company reserves the right to make changes or improvements at any time without incurring any obligation to install same on cars previously sold.

